

CHAPTER 9. CONDUCT A PILOT TYPE RATING CERTIFICATION

SECTION 1. BACKGROUND

1. PROGRAM TRACKING AND REPORTING SUBSYSTEM (PTRS) ACTIVITY CODES.

- Oral: 1514
- Simulator: 1515
- Aircraft: 1516

3. OBJECTIVE. The objective of this chapter is to provide background and policy to enable the inspector to determine if an applicant is eligible to receive an initial or additional type rating for a private, commercial, or airline transport pilot (ATP) certificate under Title 14 of the Code of Federal Regulations (14 CFR) part 61. Successful completion of this task results in the issuance of a Temporary Airman Certificate with a type rating, a Notice of Disapproval of Application, or a letter of discontinuance.

5. GENERAL. An aircraft type rating may be added to a private, commercial pilot, or ATP certificate. However, type rating practical tests are conducted to a single standard for all certificate levels. Regardless of the grade of certificate held, an applicant must meet the standards for a type rating in the Airline Transport Pilot and/or Type Rating Practical Test Standards. Except for helicopter type ratings added to an airman certificate under the military competency provisions of § 61.73(d)(3), all type ratings WITHIN CATEGORY AND CLASS held on a superseded certificate are carried forward to the new certificate level without further testing. For military pilots applying under the provisions of § 61.73(d)(3), an AIRPLANE type rating may be upgraded to the ATP level; however, a helicopter type rating (an aircraft rating OTHER than airplane category and type) added to an ATP certificate is limited to commercial privileges. Type ratings limited to visual flight rules (VFR) also may be upgraded to the ATP level without further testing. A type rating for a single-place (single pilot station) airplane MAY NOT be upgraded to the ATP level.

A. Flight Instructor Recommendation. For an applicant applying for a type rating only, the Instructor's Recommendation section of FAA Form 8710-1, Airman Certificate and/or Rating Application, need not be signed.

(1) If the applicant is applying for a type rating to be added to an ATP certificate or for the original issuance of an ATP certificate in an airplane requiring a type rating, the applicant must have an endorsement in the applicant's logbook or training records from an authorized instructor certifying satisfactory completion of the training required by § 61.157(f).

(2) If the applicant is applying for a type rating to be placed on a private or commercial pilot certificate, the airman must have an endorsement in the airman's logbook or training records from an authorized instructor certifying satisfactory completion of the training required by § 61.63(d)(6).

B. Evaluator's Record. The Evaluator's Record for Airline Transport Certificate/Rating Only section of FAA Form 8710-1 must be signed on the appropriate lines, even if the type rating practical test is conducted for the holder of a private or commercial pilot certificate.

C. Aircraft Undergoing Certification. For type ratings in aircraft that are undergoing type certification and which have not been issued a type designation, refer to volume 2, chapter 33.

D. Medical Certificate. If the applicant is adding a type rating but not upgrading the pilot certificate, at least a third-class medical certificate is required. However, if the pilot is adding a type rating AND upgrading the pilot certificate, the applicant's airman medical certificate must meet the requirements for the grade of pilot certificate sought.

E. Type Rating Limited to VFR. A type rating bearing the limitation "VFR ONLY" may be added to an existing ATP certificate under the provisions of § 61.63(d)(4). However, this option is available only for those aircraft, such as certain types of vintage airplanes, which require a pilot type rating and ARE NOT CAPABLE of demonstrating instrument procedures. This paragraph applies to type ratings being added to an ATP certificate only. There is no provision for taking an INITIAL practical test for an ATP rating in an airplane which would require a VFR limitation.

F. Amphibian Aircraft. An amphibian type rating shall bear the limitation "LIMITED TO LAND" or "LIMITED TO SEA," as appropriate, unless the applicant demonstrates proficiency in both land and sea operations.

7. SINGLE-PILOT CREWMEMBER. A pilot who applies for a type rating in an aircraft for which the pilot is required to hold a type rating as a single-pilot crewmember, must meet all applicable PTS criteria while satisfactorily demonstrating single pilot competency in that aircraft. This requires that the pilot demonstrate, without assistance, the required maneuvers and procedures during the practical test with the skill necessary for safe single-pilot operation.

A. Cessna 500-Series Aircraft. The holder of a CE-500 pilot type rating is entitled to act as pilot-in-command (PIC) in Cessna models 500, 501, 550, 551, S550, and 560. However, Cessna models 500, 550, S550, and 560 require the use of an SIC.

(1) The successful completion of a certification practical test in any of the Cessna 500 models listed in paragraph 7A of this section will qualify the applicant for a CE-500 pilot type rating.

(2) An airman who obtains a pilot type rating as a single-pilot crewmember in models 501 and 551 may also operate models 500, 550, S550, and 560 as a member of a two-person crew.

(3) A model 501 or 551 certification practical test may be used to satisfy the requirements of a § 61.58 PIC proficiency check for any Cessna 500 model requiring an SIC.

B. Limitation. The limitation "SECOND IN COMMAND REQUIRED" is NOT placed on the Temporary Airman Certificate issued to an airman who satisfactorily accomplishes a practical test in either the CE-501 or CE-551. This limitation is appropriate only to the operation of Special Federal Aviation Regulation (SFAR) 41 airplanes. The practical test in the 501 or 551 models must be accomplished as a single-pilot crewmember. (None of the Cessna 500-series aircraft are SFAR 41 airplanes.)

9. AIRPLANES CERTIFICATED UNDER SFAR 41 FOR SINGLE-PILOT OPERATION.

The provisions of § 91.531(a)(1) permit certain large airplanes certificated under SFAR 41 to be operated without a pilot who is designated as SIC if that airplane is type certificated for operation with one pilot.

A. Type Rating Tests. Pilot type rating applicants administered practical tests in SFAR 41 airplanes certificated for one pilot may elect one of two options:

(1) to accomplish the type rating practical test as a single pilot and receive the type rating without limitation; or

(2) to accomplish the practical test as a PIC with an SIC and receive a type rating with the appropriate limitation.

B. SIC Required. The inspector shall place the limitation "SECOND IN COMMAND REQUIRED" on the Temporary Airman Certificate issued to an airman who elects to accomplish the practical test with an SIC in an SFAR 41 airplane. This limitation appears immediately following the pilot type rating designation to which it applies. The limitation may be removed if the pilot satisfactorily completes a practical test in the airplane, demonstrating single pilot competency.

C. Removal of the SIC Limitation from a Type Rating. To remove the limitation, it is not necessary to complete an entire practical test (oral and flight) as a single-pilot operation. All maneuvers approved for a flight simulator may be accomplished in that flight simulator for the purpose of removing the SIC limitation. This does not change any flight simulator requirements for the original issuance of the type rating. The following maneuvers, accomplished in a single-pilot environment, serve as a minimum testing requirement for the removal of the SIC limitation:

(1) normal and crosswind takeoffs;

(2) powerplant failure on takeoff;

(3) maneuvering to a landing with a simulated powerplant failure;

(4) a precision or nonprecision approach to a landing;

(5) specific flight characteristics;

(6) normal and abnormal procedures appropriate to single-pilot operations; and

(7) emergency procedures appropriate to single-pilot operations.

11. BEECH MODEL 200 HEAVY AIRCRAFT.

By letter of August 5, 1994, to the Small Aircraft Directorate, ACE-100, Kansas City, Missouri, the Department of the Army, Headquarters, United States Army Aviation Center, Fort Rucker, Alabama, requested that aircraft type rating data applicable to Beech Model 200 aircraft eligible to be operated at more than 12,500 pounds gross weight, be amended as necessary to include all currently eligible aircraft. Accordingly, a consolidated list of all Beech Model 200 and derivative military aircraft eligible to be operated at more than 12,500 pounds gross weight is provided in figure 9-6.

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SECTION 2. PROCEDURES

1. PREREQUISITES AND COORDINATION REQUIREMENTS.

A. Prerequisites. This task requires knowledge of part 61 requirements and Federal Aviation Administration (FAA) policies, and qualification as an aviation safety inspector (operations). In addition, the inspector should have completed the appropriate initial type rating course or be considered "best qualified" by the regional office. The inspector must also have completed an initial or recurrent type rating course within the previous 12 months or hold a letter of authorization (LOA) or waiver authorizing that inspector to conduct the practical test.

B. Coordination. This task requires coordination with the airworthiness unit and with the airmen records section of the Airmen Certification Branch, AFS-760.

3. REFERENCES, FORMS, AND JOB AIDS.

A. References.

- 14 CFR parts 1, 61, 91, 141, and 187 (appendix A, Fees)
- PTRS Procedures Manual (PPM)
- FAA-S-8081-5, Airline Transport Pilot and Type Rating Practical Test Standards
- FAA-S-8081-12, Commercial Pilot Practical Test Standards, if applicable
- FAA-S-8081-14, Private Pilot Practical Test Standards, if applicable

B. Forms.

- FAA Form 8000-36, Program Tracking and Reporting Subsystem Data Sheet
- FAA Form 8060-4, Temporary Airman Certificate (figure 9-5)
- FAA Form 8060-5, Notice of Disapproval of Application (figure 9-1)
- FAA Form 8710-1, Airman Certificate and/or Rating Application

C. Job Aids.

- Sample figures

5. PROCEDURES.

A. Schedule Appointment. Advise the applicant to bring the following documents to the appointment:

- (1) a properly completed FAA Form 8710-1;
- (2) a private, commercial, or airline transport pilot certificate;
- (3) an appropriate class of medical certificate and a Statement of Demonstrated Ability (SODA), if applicable;
- (4) a knowledge test report, if applicable;
- (5) an FAA-approved pilot school graduation certificate, if applicable;
- (6) personal logbook or other records substantiating the flight experience shown on the application form;
- (7) the aircraft maintenance records;
- (8) the aircraft airworthiness certificate;
- (9) the aircraft registration; and
- (10) the Federal Communications Commission (FCC) aircraft station license, if applicable; and
- (11) an acceptable form of photo identification.

B. Applicant Arrives for Appointment.

- (1) Collect and review the documents listed above.
- (2) Open PTRS file.

C. Review Application. Verify that the information on the application is presented accurately and completely.

(1) In section I, ensure that the applicant has checked "Additional Aircraft Rating" and "Private," "Commercial," or "ATP," as appropriate. Ensure that the applicant has checked any other applicable boxes.

(2) Ensure that the remainder of the application is completed in accordance with the instructions attached to the form and the information in volume 2, chapter 1, section 4.

(3) If the applicant is applying for a private or commercial certificate in conjunction with the type rating, ensure that the flight instructor has signed an endorsement no more than 60 days before the application was submitted.

D. Verify Applicant's Identity. Inspect acceptable forms of identification to establish the applicant's identity. (See volume 2, chapter 1, section 4, paragraph 5.) Compare the identification with the personal information provided on FAA Form 8710-1.

(1) If the applicant's identity can be verified, proceed with the practical test.

(2) If the applicant's identity cannot be verified because of lack of identification or inadequate identification, explain what types of identification are acceptable. Advise the applicant to return with appropriate identification to reapply.

(3) If the applicant's identity appears to be different from the information supplied on FAA Form 8710-1, or it appears that an attempt at falsification has been made, do not continue this task. (See volume 2, chapter 182.)

E. Establish Eligibility. Determine if the applicant meets the type rating requirements of § 61.63(d)(1) through (6).

(1) If the applicant is upgrading a pilot certificate, ensure that the applicant meets the general eligibility, aeronautical knowledge, aeronautical experience, and flight proficiency requirements for the grade of certificate sought.

(2) Verify that the applicant holds an airman medical certificate appropriate to the certificate/rating sought.

(3) Inspect the medical certificate to ensure that it does not bear any limitation that would make a special medical flight test necessary. (See volume 2, chapter 27.)

(4) Check the record of flight time in section III of the application to determine if the applicant has the minimum flight experience required for the type rating/grade of pilot certificate sought.

(5) If the applicant is applying for a test on the basis of graduation from an approved pilot school, inspect the applicant's graduation certificate to verify that the applicant meets the requirements of § 61.71.

(6) Examine the applicant's logbook and/or other reliable record(s) to verify that all aeronautical knowledge, aeronautical experience, and the required instructor endorsements for ground and flight training are recorded.

(7) If the applicant is upgrading a certificate or concurrently obtaining an instrument rating, examine the knowledge test report or test report from an approved school with knowledge test authority, as applicable.

(8) If the applicant has checked the "Yes" box of section IV of the application, verify that the applicant meets the requirements of § 61.49.

F. Aircraft Requirements. Review, or arrange for an airworthiness inspector to review, the applicant's aircraft maintenance records, logbooks, airworthiness certificate, and aircraft registration to determine if the

aircraft is airworthy and suitable for this practical test. Ensure that a type rating exists for the aircraft and determine if the aircraft is certificated under SFAR 41 for single-pilot operation. After review, return the documents to the applicant.

G. Discrepancies. If a discrepancy that cannot be immediately corrected exists in any of the documents, return the application and all submitted documents to the applicant. Inform the applicant of the reasons for ineligibility, and explain how the applicant may correct the discrepancies.

H. Conduct Practical Test. After determining the applicant is eligible and meets all prerequisites for the type rating/certificate sought, accept the application and conduct the practical test. A preflight briefing must be conducted before the practical test. (Refer to volume 2, chapter 1, section 3.)

(1) Use the procedures and maneuvers outlined in the Airline Transport Pilot and/or Type Rating Practical Test Standards for the category of aircraft for which a type rating is sought.

(2) The inspector may give an applicant who is retesting credit for those areas of operation successfully completed on the previous practical test, provided the test was conducted within 60 days before the retest. If the previous test was conducted more than 60 days before the retest, the applicant must be tested in all areas.

(3) When conducting type rating practical tests in turbojet airplanes for which a single pilot is authorized, ensure that the single pilot applicant satisfactorily performs all pilot duties without assistance.

(4) Require applicants for type ratings on aircraft not listed in figure 9-2 or 9-3 to present evidence that at least one aircraft of the type concerned has been issued a U.S. type certificate in accordance with 14 CFR § 21.175 (as a standard airworthiness certificate or a special airworthiness certificate).

(5) The aircraft, if type certificated under § 21.175(b), will not be operated for any purpose other than the purpose for which the special airworthiness certificate was issued.

I. Discontinuance. If the practical test is not completed for reasons other than unsatisfactory performance, issue the applicant a letter of discontinuance (figure 9-4).

(1) Return the application and all other submitted documents to the applicant.

(2) Close PTRS.

J. Unsatisfactory Performance. If the applicant did not meet the applicable standards for the certificate

sought, inform the applicant of the reasons for the unsatisfactory performance.

(1) Prepare FAA Form 8060-5 in duplicate as per volume 2, chapter 1, section 6. An example of a correctly completed form is found in figure 9-1. In addition to those instructions:

(a) record areas of operation that were unsatisfactory or not completed. If specific procedures and flight maneuvers need to be repeated, record them on the form; and

(b) indicate the number of the applicant's practical test failures for this certificate or rating.

(2) Sign, date, and check the appropriate boxes on the form. Give the applicant a copy of the notice of disapproval and retain the original for the certification file.

(3) Retain the FAA Form 8710-1 and return all other submitted documents to the applicant.

K. Satisfactory Performance. When the applicant has satisfactorily met all requirements for the type rating/certificate sought, prepare FAA Form 8060-4, Temporary Airman Certificate, in accordance with the guidance in volume 2, chapter 1, section 5 (figure 9-5).

(1) Use figure 9-2 or 9-3, as appropriate, for guidance on how to enter the type rating on FAA Form 8060-4.

(2) Enter all previous category, class, and type ratings including any limitations held by the applicant.

(3) Enter the type rating under the appropriate airman certificate privileges.

(4) Enter any required operating limitations such as "CV-PBY5 LIMITED TO SEA" or "N-B25 VFR ONLY."

(5) For type ratings issued for SFAR 41 aircraft when single-pilot competency was not demonstrated, enter the limitation "SECOND IN COMMAND REQUIRED."

(6) Verify all information on the form is correct. Sign the certificate and direct the airman to sign Line VII of the form.

(7) Retain the original for the file and give the applicant the copy of the temporary certificate.

(8) If the pilot certificate is issued in a foreign country, see § 61.13(a) and part 187, appendix A.

L. Complete the Certification File. Complete the certification file and return to the applicant all submitted documents not forwarded to AFS-760.

M. PTRS. Complete FAA Form 8000-36 in accordance with the PPM.


7. TASK OUTCOMES. Completion of this task results in the issuance of one of the following:

- A. Temporary Airman Certificate.
- B. Notice of Disapproval of Application.
- C. Letter of discontinuance.

9. FUTURE ACTIVITIES.

- A. Applicant may return for another type rating.
- B. Applicant may return for an upgraded certificate.

FIGURE 9-1
FAA FORM 8060-5, NOTICE OF DISAPPROVAL OF APPLICATION
AIRCRAFT TYPE RATING

UNITED STATES OF AMERICA DEPARTMENT OF TRANSPORTATION—FEDERAL AVIATION ADMINISTRATION		NOTE	
NOTICE OF DISAPPROVAL OF APPLICATION		PRESENT THIS FORM UPON APPLICATION FOR REEXAMINATION	
NAME AND ADDRESS OF APPLICANT JOHN RONALD DOE 751 SOUTH MAIN STREET KEYWANA, NM 80010		CERTIFICATE OR RATING SOUGHT TYPE RATING CE-500	
On the date shown, you failed the examination indicated below:			
<input type="checkbox"/> FLIGHT <input type="checkbox"/> ORAL <input checked="" type="checkbox"/> PRACTICAL			
AIRCRAFT USED (Make and Model) CESSNA CITATION 500		FLT. TIME RECORDED IN LOGBOOK	
		PILOT-IN-COMM. OR SOLO	INSTRUMENT
		1050	100
			DUAL
			180
UPON REAPPLICATION YOU WILL BE REEXAMINED ON THE FOLLOWING:			
V. INSTRUMENT PROCEDURES TASK B. HOLDING PROCEDURES TASK D. NONPRECISION INSTRUMENT APPROACH PROCEDURES TASK E. CIRCLING APPROACH PROCEDURES (First Failure) Oral Passed 08/12/95			
I have personally tested this applicant and deem his performance unsatisfactory for the issuance of the certificate or rating sought.			
DATE OF EXAMINATION	SIGNATURE OF EXAMINER OR INSPECTOR		DESIGNATION OR OFFICE NO.
08/14/95	 RETT H. FORMAN		ASW FSDO 01

FAA Form 8060-5 (5-88)

**FIGURE 9-2
PILOT CERTIFICATE AIRCRAFT TYPE DESIGNATIONS-AIRPLANES**

MANUFACTURER	MODEL DESIGNATION	PRIOR DESIGNATION	CURRENT DESIGNATION
Aero Commander Division North America Rockwell Corp.	1121 Jet Commander Commodore Jet 1123	AC-1121 CJ-1123	IA-JET
Aerospatiale, France	SN 601 Corvette		SN-601
Aerospatiale/Aeritalia, France	ATR-42, ATR-72		ATR-42, ATR-72
Armstrong Whitworth Aircraft, Ltd., UK	Argosy AW 650	Armstrong Whitworth AW-650	AW-650
Avions Dassault, General Aeronautique Marcel, Dassault, France	Mystere 10 Falcon		DA-10
	mystere 20 Falcon, Fan Jet	GAMD/SUD-20	DA-20
	Falcon 50, 900		DA-50
	Fan Jet Model 200		DA-200
	Falcon DA-2000		DA-2000
Beech Aircraft Corp., USA Wichita, KS	BE-200T/200TC (restricted)		BE-200
	BE-300, BE-350, BE-300LW, BE-B300		BE-300
	BE-300FF		BE-300F
	BE1900, BE1900C, BE1900D, C-12J		BE-1900
	BE-2000 Starship		BE-2000
	BE-2000S (single pilot)		BE-2000S
	Diamond I, MU-300, MU-300-10, BE-400 and 400T (USAF T-1A Jayhawk)	MU-300	MU-300, BE-400
Boeing Co., USA	B-17	Boeing B-17	B-17
	247-D	Boeing 247	B-247
	314	Boeing 314	B-314
	S-307, SA-307	Boeing 307	B-307
	377, C-97, YC-97	Boeing 377	B-377
	707, 720, C-135, E3-A, E6-A/B C-18B, EC-18B, EC-18D	Boeing 707/720	B-707, B-720
	727	Boeing 727	B-727
	737/100/200/300/400/500, T-43	Boeing 737	B-737
	747, E-4, 747SP	Boeing 747	B-747
	B-747-400		B-747-4
	757, 767	Boeing 757, 767	B-757, B-767

FIGURE 9-2—Continued
PILOT CERTIFICATE AIRCRAFT TYPE DESIGNATIONS-AIRPLANES

MANUFACTURER	MODEL DESIGNATION	PRIOR DESIGNATION	CURRENT DESIGNATION
Boeing Co.-Continued	B-777-200		B-777
Bristol Aircraft Ltd., UK	Britannia 305		BR-305
British Aerospace/Taiwanese Aerospace Corp.	BAE-146-70/85/100/115 Series	BAE-146	BAE-146, AVR-146
Bristish Aerospace Corporation	BAE-ATP		BAE-ATP
	HP.137, MK.1 Jetstream Series 200 jetstream 3101 jetstream 3201		BA-3100
	Jetstream 4100		BA-4100
	Concorde SST		CONCRD
British Aircraft Corp., UK	BAC 1-11	BAC-1-11	BA-111
Bushmaster Aircraft	Bushmaster 2000		BU-2000
Canadair, Ltd., Canada	CL-44 (Yukon)	Canadair	CL-44
	CL600-2B19		CL-65
	CL-215		CL-21
	(Challenger) CL-600 (Challenger) CL-601, CL-6013A		CL-600
	CL-604		CL-604
Cessna Aircraft Corp., USA	Cessna 500 Series, T-47		CE-500
	CE-525		CE-525
	CE-525 (single pilot)		CE-525S
	Citation III, Model 650 Citation VI, VII		CE-650
	Model CE-750 (Citation X)		CE-750
Chase (also Roberts Aircraft Co.), USA	YC-122	Chase YC-122	YC-122
Consolidated Vultee Aircraft	(See General Dynamics Corp.)		
Convair	(See General Dynamics Corp.)		
Constructiones Aeronauticas S.A.	CASA (Model) C-212-CB		CA-212
	C-235		CN-235
Curtiss-Wright Corp., USA	Commando CW-20	Curtis-Wright C-46	CW-46
Dart Aircraft Corp.	(See General Dynamics Corp.)		
deHavilland Aircraft of Canada Ltd., Canada	Caribou 4A USAF C-7A, Army CV-2	deHavilland Caribou DH-4	DH-4
	DHC-7		DHC-7

FIGURE 9-2—Continued
PILOT CERTIFICATE AIRCRAFT TYPE DESIGNATIONS-AIRPLANES

MANUFACTURER	MODEL DESIGNATION	PRIOR DESIGNATION	CURRENT DESIGNATION
deHavilland Aircraft-Continued (See Hawker Siddeley)	DHC-8		DHC-8
Dee Howard Co., USA	Howard 500	Howard 500	HW-500
Dornier, Deutsch Aerospace, Friedrichshafen, Germany	Dornier 228		DO-228
	Dornier-328-100	DO-328	
Douglas Aircraft Co.	(See McDonnell Douglas)		
Empresa Brasileira de Aeronautica, Brazil	EMB-110P1, P2, P3		EMB-110
	EMB-120		EMB-120
Fairchild Aircraft Corp., USA and Fokker, The Netherlands	Friendship F-27 F-227	Fairchild F-27/227	F-27
	C-119C		FA-119C
	C-123		FA-C123
Fairchild Hiller	C-82A		C-82A
Fokker, Netherlands	Fellowship F-28 (Models 1000 & 4000)		FK-28
	Fokker 28 Mk 0100		FK-100
Ford Motor Corp., USA	Tri-Motor 4-AT 5-AT, FO-5	Ford 5	FO-5
Learjet Corp.	23, 24, 25, 28, 29, 31, 35, 36, 55, C21-A	LR-23, LR-24, LR-25, LR-28, LR-29, LR-35, LR-36, LR-50	LR-JET
	60		LR-60
General Dynamics Corp., USA	PB2Y, PB2Y-5	Consolidated-Vultee PB2Y	CV-PB2Y
	PB4Y-2, QP-4B	Consolidated-Vultee P4Y	CV-P4Y
	PBY-5, 28-4, 28-5	Consolidated-Vultee PBY-5	CV-PBY-5
	LB-30, C87A, RB-24	Consolidated-Vultee LB-30	CV-LB30
	240, 340, 440, T-29 C-131	Convair 240/340/440	CV-240, CV-340, CV-440
	22, 22M (880) (990)	Convair 880/990	CV-880, CV-990
	Napier-Eland	Napier-Eland Convair	CV-N1, CV-N2
	Mark I, Mark II, Allison Propjet	Mark I/II	
	Convair 340, 440, 580	Allison 340/440	CV-A340, CV-A440
	Dart Convair 240, 340, 440	Convair 600/640	CV-600, CV-640

FIGURE 9-2—Continued
PILOT CERTIFICATE AIRCRAFT TYPE DESIGNATIONS-AIRPLANES

MANUFACTURER	MODEL DESIGNATION	PRIOR DESIGNATION	CURRENT DESIGNATION
Groupement d'Interest Economique Airbus Industrie, France	A-300B Airbus		A-300
	A-300-600R, A-310		A-310
	A-319, A-320, A-321		A-320
	A-340 Airbus		A-340
Grumman Aircraft Engineering Corp., USA	TBF, TBM AF-2S (Ref. T.O.AR-36)	Grumman TBF	G-TBM
	G-64 Albatross, GSA16		G-111
	G-73 Turbo Mallard (Frakes Conversion)	FS-73T	G-73T
	G-73 Mallard	Grumman G-73	G-73
	S2F/C1A		G-S2
Gulfstream Aerospace Corporation, USA	G-159 Gulfstream VC-4A, TC-4C	Grumman G-159	G-159
	G-1159 Gulfstream	Grumman G-1159	G-1159
	G-1159C, C-20F, C-20G, C-20H		G-IV
Hamburger Flugzeubau G.M.B.H., Germany	Hansa Jet 320		HF-320
Handley Page Aircraft Co., Ltd., UK	Herald 300	Handley Page 300	HP-300
Hawker Siddeley Aviation Ltd., UK (Also see Raytheon Hawker Corporate Jets)	DH-106, Comet 4C	deHavilland 4C	HS-106
	DH-114 Heron	Hawker Siddeley 114	HS-114
	Hawker Siddeley 748		HS-748
Howard Aero Corp.	(See Dee Howard Co.)		
Israel Aircraft Ltd., Israel (See Aero Commander)	Westwind 1124		IA-JET
	Astra IAI-1125		IA-1125
	ARAVA IA 101B		IA-101
Lockheed Aircraft Corp., USA	Lightning P-38	Lockheed P-38	L-P38
	B-34, PV-1, PV-2	Lockheed B-34	L-B34
	Series 14	Lockheed 14	L-14
	18, C-57, C-60, R-50, Learstar	Lockheed 18	L-18
	P2V7 (Restricted), LP2V-5F		L-P2V
	Constellation 049, 149, 649, 749, 1049, 1649	Lockheed Constellation	L-1049
	Electra 188, P-3, EA	Lockheed 188	L-188

FIGURE 9-2—Continued
PILOT CERTIFICATE AIRCRAFT TYPE DESIGNATIONS-AIRPLANES

MANUFACTURER	MODEL DESIGNATION	PRIOR DESIGNATION	CURRENT DESIGNATION
Lockheed Aircraft-Continued	Jetstar, C-140, Jetstar II	Lockheed 1329	L-1329
	382, C-130	Lockheed 382	L-382
	300, C-141	Lockheed 300	L-300
	L-1011 Tristar		L-1011
	T-33		T-33
Martin-Marietta Corp., USA	B-26 Marauder	Martin B-26C	M-B26
	PBM-5, C-162	Martin PBM-5	M-PBM-5
	Mariner 202/404	Martin 202/404	M-202, M-404
McDonnell Douglas Aircraft Corp., USA	AD-4N		AD-4N
	A-20	Douglas A-20	DC-A20
	A-24, SBD	Douglas A-24	DC-A24
	PB-26	Douglas B-26	DC-B26
	B-18	Douglas B-18	DC-B18
	B-23, UC-67	Douglas B-23	DC-B23
	DC-2, C-32, C-34, C-39, C-42	Douglas DC-2	DC-2
	DC-3, C-47, C-117	Douglas DC-3	DC-3
	Super DC-3, C-117D	Douglas DC-3S	DC-3S
	DC-3 (Turboprop)		DC-3TP
	DC-4, C-54	Douglas DC-4	DC-4
	DC-6, DC-7, C-118	Douglas DC-6, DC-7	DC-6, DC-7
	DC-8	Douglas DC-8	DC-8
	DC-9, DC-9-50, C-9 DC-9-80, MD-80	Douglas DC-9	DC-9
	DC-10, KC-10		DC-10
	MD-11		MD-11
Mitsubishi Aircraft International, Inc.	(See Beech Aircraft)		
Morane-Saulnier, France	MS760	Morane-Saulnier MS-760	MS-760
Nihon Aeroplane Manufacturing Co., Ltd., Japan	YS-11	NAMC YS-11	YS-11
Nord Aviation	262A Super Broussard Mohawk 298	Nord 262 ND 262/262FM	ND-262
North American Rockwell Corp., USA	B-25 Mitchell	North American	N-B25

FIGURE 9-2—Continued
PILOT CERTIFICATE AIRCRAFT TYPE DESIGNATIONS-AIRPLANES

MANUFACTURER	MODEL DESIGNATION	PRIOR DESIGNATION	CURRENT DESIGNATION
North American Rockwell-Continued	NA-265 Sabreliner T-39	North American NA-265	N-265
Northrop Corp., USA	P-61 Black Widow	Northrop P-61	NH-P61
Piaggio, Italy	Piaggio-Douglas 808	Piaggio Douglas PD-808	P-808
Piper Aircraft, USA	PA-42-720 (Restricted)		PA-42R
Raytheon Hawker Corporate Jets	BAE-125-1000		BAE-125
(Also see Hawker Siddeley)	DH-125, BH-125, HS-125 Series (except -1000)	Hawker Siddeley 125	HS-125
SAAB-Fairchild International, S-58188 Linköping, Sweden	SAAB-Fairchild 340		SF-340
SAAB Aircraft AB, Sweden	SAAB-2000		SA-2000
Short Brothers and Harland Ltd., Northern Ireland (UK)	SD3-30, SD3-60 Variant 200	SD3-30	SD-3
Sikorsky Aircraft Division of United Aircraft Corp., USA	VS-44AC-32, C-34	Sikorsky VS-44	SK-44
	S-43 Series	Sikorsky S-43	SK-43
Sud Aviation, France	SE Caravelle I, II, VIR	SUD 210	S-210
Swearingen Fairchild Aircraft Corp.	SA 226-TC, SA-227-AC, BC, AT, TT SA-227-DC C-26A, C-26B SA-227-CC		SA-227
Vickers-Armstrong British Aircraft Corp., IJK	700 & 800 Series	Vickers Viscount	VC-700, VC-800

**FIGURE 9-3
PILOT CERTIFICATE AIRCRAFT TYPE DESIGNATIONS-ROTORCRAFT**

MANUFACTURER	MODEL DESIGNATION	PRIOR DESIGNATION	CURRENT DESIGNATION
Bell USA	BH-214ST		BH-14ST
Boeing Vertol, USA	107-11, H-46 Kawasaki, KV107-II	Vertol 107 II	BV-107
	114, Ch-47A, B, and C Series BV-234 (Ch-47D)		BV-114 BV-234
	BV-44, H-21	Vertol 44	BV-44
Sikorsky, USA	H-37 Series		SK-56
	S-58 Series, H-34 Series	Sikorsky S-58, S-581T	SK-58
	S-61 Series, H-3 Series	Sikorsky S-61	SK-61
	S-64 Series, CH-53A Series	Sikorsky S-64	SK-64
	HH-53, CH-53A	Sikorsky S-65	SK-65
Sud Aviation, USA	SA321F		S-321
	SA330F, SA-332 AS-330		S-330

**The following applies to helicopters weighing 12,500 pounds or less on which type ratings
are issued to holders of airline transport pilot certificates only:**

MANUFACTURER	MODEL DESIGNATION	PRIOR DESIGNATION	CURRENT DESIGNATION
Aerospatiale, France	SA 341/342 Gazelle SA 360		SA-341
	AS 350 Astar		AS-350
	SA 355 Twinstar		AS-355
	SA-360C Dauphine (SE)		SA-360
	SA 365 Dauphine (ME)		SA-365
	SA 365 Dolphin (HH-65)		SA-365
Bell, USA	47 Series H-13 Series	Bell 47	BH-47
	204-B, UHI-B, -D, H205B	Bell 204	BH-204
	206A, 206B	Bell 206	BH-206
	212/412 Series	Bell 212	BH-212
	214 Series (Except ST)	None	BH-214
	222 Series	None	BH-222

FIGURE 9-3—Continued
PILOT CERTIFICATE AIRCRAFT TYPE DESIGNATIONS - ROTORCRAFT

MANUFACTURER	MODEL DESIGNATION	PRIOR DESIGNATION	CURRENT DESIGNATION
Brantley, USA	B-2 (YH03BR)	Brantley B-2	BY-2
	B-305	Brantley B-305	BY-305
Construzioni Aeronautiche Giovanni Agusta, Italy	A109 Agusta		A-109
Enstrom, USA	F-28	Enstrom F-28	EN-28
Hiller, USA	UH-12 Series, H-23 Series	Hiller UH-12	HH-12
Fairchild, USA	FH-1100	FH-1100	FA-1100
Hughes, USA (Schweizer)	300, 269 Series	Hughes 269A	HU-269
	500, 369 Series	Hughes 500	HU-369
Kaman Aerospace Corporation	K-MAX (K-1200)		KM-1200 (VFR ONLY)
Kaman, USA	K-190A	Kaman K-190A	KM-190
	K-225	Kaman K-225	KM-225
	K-240, HTK-1	Kaman K-240	KM-240
	K-600	None	KM-600
Lockheed, USA	Lockheed California 286	Lockheed California 286	L-286
McDonnell Douglas	Notar MD-500 369-E, 369FF		MD-500N, HU-369
Messerschmitt Bolkow Gmbh (West Germany)	BO-105A		BO-105
	BK-117-A1		BK-117
Omega, USA	12D1A	Omega 12D1	OM-12
Piasecki, USA	HRP-1, HRP-2	Piasecki HRP	PI-HRP
Robinson Helicopter	R-22	None	R-22
	R-44		R-44
Scheutzwow, USA	Model B		SC
Sikorsky, USA	R-4B	Sikorsky R-4B	SK-4
	R-5A, YR-6A R-6A, HOS-1	Sikorsky R-5A	SK-5
	S-51	Sikorsky S-51	SK-51
	S-52 Series	Sikorsky S-52	SK-52
	S-55, H-19 Series	Sikorsky S-55	SK-55
	S-62A, HH-52A	Sikorsky S-62	SK-62
	S-76		SK-76
Silvercraft, USA	SPA-SH4		SI-4

FIGURE 9-3—Continued
PILOT CERTIFICATE AIRCRAFT TYPE DESIGNATIONS - ROTORCRAFT

MANUFACTURER	MODEL DESIGNATION	PRIOR DESIGNATION	CURRENT DESIGNATION
Sud Aviation (Aerospatiale)	SE 3130, SE 313B, SE 3160, SA 316B, SA 3180, SA 318B, SA 318C, SA 315B	Sud Alouette II/III	S-3130
	SO 1221	Sud Djinn	S-1221
Westland Helicopters, Inc., Yeoville, England	W-30		WH-30

FIGURE 9-4
LETTER OF DISCONTINUANCE

FAA Letterhead

[*date*]

[*name and address of applicant*]

Dear [*applicant name*]:

On this date you successfully completed a portion of the practical test for a [*indicate grade*] certificate with an [*indicate category*] category and [*indicate class*] class rating. The practical test was discontinued because of [*indicate reason*].

If application is made by [*indicate a date 60 days from date of letter*], this letter may be used to show the following portions of the practical test which have been completed satisfactorily.

- [*Indicate areas of operation completed on the test.*]

After [*indicate expiration date*] you must repeat the entire practical test.

This letter does not extend the expiration date as shown on the knowledge test results, medical certificate, or required endorsements.

Sincerely,

[*signed by the inspector conducting practical test*]

FIGURE 9-5
FAA FORM 8060-4, TEMPORARY AIRMAN CERTIFICATE-TYPE RATING

I. UNITED STATES OF AMERICA DEPARTMENT OF TRANSPORTATION – FEDERAL AVIATION ADMINISTRATION		III. CERTIFICATE NO. 112234459	
II. TEMPORARY AIRMAN CERTIFICATE			
THIS CERTIFIES THAT		IV. JOHN RONALD DOE V. 751 SOUTH MAIN STREET KEYWANA, NM 80010	
DATE OF BIRTH	HEIGHT	WEIGHT	HAIR
06/11/63	73 IN.	180	BROWN
		EYES	SEX
		GREEN	M
		NATIONALITY VI.	
		USA	
IX. has been found to be properly qualified and is hereby authorized in accordance with the conditions of issuance on the reverse of this certificate to exercise the privileges of			
PRIVATE PILOT			
RATINGS AND LIMITATIONS			
XII. AIRPLANE SINGLE ENGINE LAND & SEA AIRPLANE MULTIENGINE LAND CE-500			
XIII.			
THIS IS <input type="checkbox"/> AN ORIGINAL ISSUANCE <input checked="" type="checkbox"/> A REISSUANCE OF THIS GRADE OF CERTIFICATE		DATE OF SUPERSEDED AIRMAN CERTIFICATE	
		11/11/90	
BY DIRECTION OF THE ADMINISTRATOR			
X. DATE OF ISSUANCE	X. SIGNATURE OF EXAMINER OR INSPECTOR		EXAMINER'S DESIGNATION NO. OR INSPECTOR'S REG. NO.
09/15/95	<i>Wesley B. Crusher</i> WESLEY B. CRUSHER		ASW FSDO 01
			DATE DESIGNATION EXPIRES
			--

FAA Form 8060-4 (8-78) USE PREVIOUS EDITION

FIGURE 9-6
BEECH MODEL 200 AND MILITARY RC/FWC (HEAVY AIRCRAFT)

The following list identifies all current Beech Model 200 and Military RC/FWC (Heavy Aircraft) by either model and serial number, or by model, serial number, and Army Tail number for which a type rating is authorized. The maximum gross weight of these aircraft exceeds 12,500 pounds.

The BE-200 pilot type rating designation may be placed on the pilot certificate of airmen who successfully complete the appropriate practical examination in the listed aircraft or who are able to provide documentary evidence of eligibility under applicable provisions of § 61.73 based on flight experience in one of the model number/serial number aircraft listed below.

COMMERCIAL AIRPLANES

MODEL NUMBER	SERIAL NUMBER
B200	BB-1204, BB-1205, BB-1206, BB-1315, BB-1434, BB-1436, BB-1441, BB-1443
B200CT	BN-1, BN-2, BN-3, BN-4
B200C	BL-128, BL-130
200T	BT-1, BT-2, BT-3, BT-4, BT-5, BT-6, BT-7, BT-8, BT-9, BT-10, BT-11, BT-12, BT-13, BT-14, BT-15, BT-16, BT-17, BT-18, BT-19, BT-20, BT-21, BT-22, BT-28
B200T	BT-23, BT-24, BT-25, BT-26, BT-27, BT-29, BT-30, BT-31, BT-32, BT-33, BT-34, BT-35, BT-36, BT-37, BT-38

MILITARY AIRPLANES

MODEL NUMBER	SERIAL NUMBER
RC-12D	GR-1 thru GR-13 (Army Tail #'s 80-233778, 78-23144, 78-23145, 80-23373, 80-23374, 78-23141, 80-23371, 78-23142, 78-23143, 80-23376, 80-23377, 80-23542, 80-23375)
RC-12H	GR-1114 thru GR-19 (Army Tail #'s 83-24313 thru 83-24319)
RC-12G	FC-1, 2, 3 (Army Tail #'s 80-23372, 80-23379, 80-23380)
PWC-12D	BP-7 thru BP-11
RC-12K and RC-12N	FE-1 thru FE24* (Army Tail #'s 85-0149 thru 85-0155, 88-0325 thru 88-0327, 89-0268 thru 89-0276, 91-0516, 91-0517)

*Army designated FE-10 thru FE-24 as RC-12N's